

B&DSME News

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The monthly club newsletter for Bournemouth & District Society of Model Engineers

Secretary: Dave Finn
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Chairman's Thoughts

Last month's **BBQ & AAA Triathlon** Meeting was well attended and the Society's thanks must go to **John Hoyle, John Trew** and various other helpers for organising the event. The final results were **1st: Gordon Miles; 2nd: John Hoyle; Joint 3rd: Mick Baker & Jordan Moody**. Jordan was also the winner of the Junior Group.

Unfortunately, I was unable to see any of the proceedings as the burgers and sausages took priority. Thanks to all the Ladies who helped with the food, it felt like we were feeding the whole of Littledown.

The new traverser is now in position and being used, it still has to be finished and have its locking mechanism fitted. It will also have a security cover over it similar to that on the Bendy Beam, but in two sections, making it easy to remove.

Betté Bettell has asked me to mention that

she is no longer collecting the green plastic milk bottle tops, but she is happy to accept any that you may have at the next Club Meeting. That will be the last collection.

I believe the Kite Festival did not turn out quite as anticipated. Read Dave Finn's report.

The kids from the **Littledown Boredom Busters** club were treated to a free ride on their last Friday at Littledown, which was much appreciated by kids and adults alike. Well done to all those who helped with the extra running days through the Summer Holidays.

At one of our previous Meetings it was requested that we update our Membership List. Enclosed with this Newsletter is a form to fill in. Please complete it and hand it in to a Committee Member or e-mail me the details at **davidm_199@hotmail.com**

David Martin

Our Charity For 2006

Each year we have supported a different charity by donating our track takings over one weekend. This year our chosen charity is a small local one based in New Milton.



First Opportunities is a unique therapy playgroup for young children with special needs and was formed some 30 years ago. Over that time it has helped over 1,000 children, with a wide range of disabilities, from the New Forest and East Dorset.

A child entering the group is carefully assessed and individual guided play programmes are devised. Experienced key-workers use play to stimulate the child's physical and learning development and work to improve concentration.

Structured group play builds social confidence and challenges the child to copy the achievements of their peers. Parents benefit from the mutual support of others, leading to a more relaxed home life and better support for their other children.

The government provides nothing for groups such as First Opportunities, who are totally dependant on your support. If First Opportunities closed, unlike a conventional playgroup or pre-school, there would be nowhere else for these children to go. Most children are at the group for 3 years, but for some it may be nearly 5 years.

First Opportunities is a Registered Charity No. 299671 and can be contacted c/o Ashley Junior School, Ashley Road, New Milton, Hants BH25 5BP. Term time telephone 01425 629632.

Kite Festival Capers By Your Secretary (With No Strings Attached)

The weekend of the Kite Festival started bright, or should I say, grey and early for the usual band of brothers, but thankfully Peggy very quickly had the kettle boiling. It was interesting to see the caravans and tents set up in the park, the 'professional' kite fliers having arrived for the weekend. Everything was set up and ready to go, but the expected hoards didn't arrive. A few early souls had rides behind the 'Shed' - **Sheddon Wheals** - with its new steam outline body fitted and John Hoyle's electric loco, **General Weld**, leaving the steamers 'on shed' until after lunch.

As we have come to expect, the lunch was excellent and Peggy and her Ladies did a superb job. Steam was raised by Charlie and Mike with their **Metre Maids** and myself with my GWR Hall, and we took over from the electric traction for the afternoon. Passenger numbers started to increase as the sun began to drive the clouds away, and for a few bursts we were very busy, even frantic.

Steam reigned supreme until fires became clinkered and the **Metre Maids** were replaced, as in the 60s on the big railway, by the 'diesel' beasts.

I kept going until 1630 when it was noticed that the park seemed to be almost empty and I retired to the steaming bays, to consume still more of the food that had been freshly laid for tea. A few latecomers were mopped up by the 'Shed', after which we wound down the day's activity.

For the members that attended, it was, I think, an enjoyable day, but rather disappointing for the Kite Festival organisers. It was reported, via the rumour mill, that the Kite Festival organisers had not placed any advertising for their event, as they thought that it was too costly to do so!

Sunday was the day of our Charity Event, this year supporting The First Opportunities Group. It started in much the same way as the day before, but with a few more souls in the park.

A few of the larger kites were attempting to hover at about 100 feet, but with the trees acting as a wind break, didn't have a lot going for them. The most exciting moment was when the Red Arrows screamed overhead in threes *en-route* to another event.

Back to the track. The electrics were again doing the business, including Norman with his Class 45 'Peak', while steam was raised by my S15, Mike's **Simplex**, Martin with the Society's **Maid of Kent**, George and his **Sweet Pea**, Nick with his Q1, plus John Lloyd visiting from Southampton with his unrebuilt Merchant Navy. On both days Dick had his Y6 tram engine on standby in the steaming bay, but sadly it was not used.

Again the masses didn't appear, although a few more club members arrived for the superb food laid on for the Charity Day. Passenger numbers were steady and by the end of the weekend over 400 rides had been given.

Other Events

The Midlands Model Engineering Exhibition is on Friday 13th to Wednesday 18th October at the Warwickshire Exhibition Centre, Fosse Way near Leamington Spa. Open 10am to 5pm with Late Night to 6.30pm on Tuesday and 4pm on the final day.

The Model Engineer Exhibition 2006 is at Olympia 2, London. Dates are 29th to 31st December.

For the more adventurous amongst us Echtdampf Treffen Köln is on 9th to 12th November.

Please note that the Copy Date for the October Newsletter is Monday 2nd October.



You will all have seen old photographs of railway bridges being tested by parking as many steam locomotives on the bridge as could be got onto it. Well, some of our ladies decided that the new traverser needed load testing - of course it passed!

Photograph: Mick Baker

Luscombe Valley Happenings

The annual 'Humbug Day' for those who want to try to escape the Christmas Shopping nightmare will be held on Saturday 23rd December.



B&DSME Diary Dates

20 th September	Monthly Meeting; Muscliff Community Centre. Dick Ganderton - 'Railway Wheels and Track'.
18 th October	Monthly Meeting; Muscliff Community Centre. Keith Shepard 'The Foundry and its Technology in 2006'.
15 th November	Monthly Meeting; Muscliff Community Centre. Ladies Night.
17 th December	Santa Run; Littledown Miniature Railway. Santa will be in his Grotto to meet the children.
20 th December	Monthly Meeting; Muscliff Community Centre. Christmas Party.
28 th January 2007	Annual Dinner; Crooked Beams Restaurant.

Deluxe New Traverser Installed

The superb new traverser has, at last, been installed in the steaming bays at the Littledown Miniature Railway.

The team undertaking the project, Graham Osmond, Phil Cutler and Bob Devereux, have been working for almost three years to design and build what must, surely, rate as one of the best engineered steaming bay traversers anywhere.

Gliding effortlessly up and down the steaming bays, all that remains to be done to complete the project is to install the locking mechanism.



Bob Devereux (l) and Graham Osmond (r) with the new traverser at the Littledown Miniature Railway.

Photograph: Dick Ganderton

Dave Drives Sheddon Wheels

Dave Finn has a known aversion to locomotives powered by anything other than steam, so it was a big occasion when he was spotted actually driving the Society's battery electric loco, **Sheddon Wheels**.

The name, taken from an imaginary Cornish tin mine that had a fleet of bodyless battery electric locos, was coined by Neil Horder after Dave had remarked that "we don't want another shed on wheels!"



Photograph: Dick Ganderton



Important Notice

We have received a letter notifying us that the 'Littledown Harriers' are holding their annual 5-mile run on the 24th September.

It will be starting at 1030 hrs, so it will be advisable for all of our members who will be attending the track on that day to either be there before 1015 hrs or after 1100 hrs. Access between these times will be a problem as the runners leave the park by our gate *en-masse*

Triple A Triathlon Our Sports Correspondent, Mick Baker, Was There

The roar of the crowd was punctuated only by the anguished cries of the participants, competitive running had come to the Littledown Miniature Railway. Locomotives, the products of hours of design work and critical evaluation, lovingly crafted from the finest materials were pitted against each other in the three age old tests of virility, speed, strength and endurance. The victor was a sleek, svelte beauty, honed to perfection by Gordon Miles, a worthy winner of the AAA Triathlon organised by John Hoyle.

Held on Wednesday 16th August in the afternoon between the public running and the barbeque, about a dozen members took up the challenge and built small battery powered machines. The electric motors, bulb holder and batteries were supplied by the Society, the rest being left to the ingenuity of the builders. Some produced light, fast racing machines, others veritable powerhouses capable of moving unbelievable loads.

The competition was held in three parts, a trial of speed over a set distance, the time taken varied between fifteen seconds and somewhat over eleven minutes; a test of strength in which the loco pulled a loaded truck a short distance up the incline and an endurance test to see how far the loco would run on the power remaining in the battery. A bulb was fitted to the loco for the last test to put a load on the battery and shorten the distance run. The winner of this section still managed half a lap of the track.

An evaluation of an hour's fun is pointless, but it can be said that whilst the good all-rounder should have won, the rules tended to favour the lighter, faster machine. The low-g geared powerhouse used a lot of power in the speed section and scored badly, did well pulling the truck, but then had little left for the endurance trial. The faster type did well in the speed trial, failed miserably with the load, but used little power in either and had plenty left for the final section.

Thank you John for a good afternoon, we look forward to next year.



Above: The afternoon runners lined up for the pre-race scrutineering.

Below left: Chairman, Dave Martin presents winner Gordon Miles with the Funlec Cup and a bottle of wine from the depths of the organiser's cellar.

Below right: The Organiser, John Hoyle, congratulates Jordan Moody who, with Mick Baker, tied for Third Place and was also the highest placed Junior entrant.

Photographs: Dick Ganderton



Member Profile Graham Osmond by Brian Merrifield

This month's Member Profile is of Graham Osmond, who grew up in London not far from the Southern Electric railway line. At the other side of a high fence, at the bottom of his garden, lived a family with a 3½" gauge garden track. He saw this for the first time by looking through a hole in the fence one day. The father, an engineer, had two sons who obviously enjoyed his interest. Nearby another neighbour made model battleships and he made the steam engines for them. It was quite some time before Graham had an opportunity to talk to one of the sons about the railway, but as a result of this conversation he was allowed to drive the steam engine and was given a pile of 9d *Model Engineer* magazines and so a lifetime's fascination with engineering began, at the tender age of twelve.

When the time came to look for work, an opportunity presented itself to join Southern Electric as an apprentice electrician. He soon realised that there was more than one Southern Electric company; one ran electric trains and the other provided an electrical supply, and yes he had joined the wrong company. He found himself sweeping floors, making tea and lumping toolboxes all over the place. After six weeks he decided that slavery was not for him. His second job offer was much better, another apprenticeship but this time with Smiths Meters, to become an instrument maker. There was still tea making and floor sweeping of course, but also a structured training program that took him through the works, where he learned turning, milling, grinding and handwork. This involved filing, lots of filing with piles of swarf and after countless hours, weeks, even months he was considered good enough and training continued. For turning work a metric Lorch lathe was provided – an early introduction to metric measurement and the handle turned the wrong way, anticlockwise for putting on the cut; that took a bit of getting used to. On this he made thousands of parts over the period of training; milling was done on a BCA machine that employed a normal compound slide with a rotary table incorporated in the table. Once again full and proper training brought a standard of proficiency suitable for him to do his job properly.

Soon after starting work he purchased his first lathe, a Myford Super Seven, in 1951, from a Croydon tool shop for £89 and started model engineering. The first project was a 3½" Gauge Britannia to LBSC's design and also a small traction engine. However National Service in October 1952, brought these projects to a halt and somehow they were never completed.

He was called up for National Service during his apprenticeship and spent two years in the army (R.E.M.E.), seeing action in Kenya, East Africa for 18 months. Apparently there were plenty of dead bodies lying around! During this time he passed his driving test in a fifteen-ton petrol powered Scammel 6-wheeled recovery vehicle.

After National Service, he returned in October 1954 to Smiths Meters, who were obliged to keep a job for him. He then found himself working not as an instrument maker, but in the Research & Development department where he eventually rose through the ranks to Department Manager.

Some of the projects he played a part in were:

Moulds to make die-cast shaver heads for Remington; Clock movements for parking meters; Road Pricing System – this was one of three different government feasibility studies; An automatic parachute for the Royal Air Force; Snake Rocket containing a cable with explosives devices attached for land mine clearance; Armour piercing shells; Fuses for munitions; Anti-aircraft proximity shells equipped with a mechanism that used a barometer bellows to recognise its height. It exploded when it reached a predetermined height to damage any aircraft nearby.

Before a product could be put into production, a preliminary design came from the drawing office to Graham's department where the parts would be made and the design proved. It then went back to the drawing office for a final working drawing to be made and the item put into production. Always a continuing programme of changes and updates, material and design. Every day something different.

As Development Department Manager he was responsible, amongst other things, for apprentice training, setting projects for apprentices, including model making. Many of the trainees exhibited their work at model engineering exhibitions throughout the years, with considerable success. Some of the models exhibited were a 5cc diesel engine, two aircraft, three hydroplanes, two launches, a vertical steam engine and many scale cars.



His model making projects at this time included very detailed 00 Scale locomotives; these were an 0-4-4 known as 'General' and a Mikado 2-8-2 AT&SF engine. He also supplied a local model shop with chimneys and domes for 00 Gauge engines. He took part in Philips sponsored model dragster racing competitions, similar to modern Scalelectrix with 1/32 scale cars, powered by a 12 volt supply picked up from the track and the cars guided by a pin in a slot. One year he finished second in the world. He also made about a third of a 5" gauge Simplex for the Sutton ME club and six 7¼" gauge bogies.

Much of the company's peacetime work was centred on the manufacture of gas meters, which Graham was heavily involved in. His last major job for the company was to help develop a new range of high capacity gas meters for industrial use. These employed turbine blades, similar in shape to those employed in jet aircraft engines and were required to run up to 1200 rpm. His work required him to plan how they were going to be made and to machine the moulding tools, which would be used to produce the turbine blades. The moulds were milled on a standard Bridgeport mill with the aid of a rotary table and using 3-dimensional milling. A considerable amount of maths was involved to enable the machine to be set for each part of the operation, which was a long, and a very intense period of machine work. This was before the days of CNC computer controlled milling machines, though it did have digital readouts.

At about this time British Gas decided not to order any more displacement gas meters from Smith Meters & Parkinson Cowan that employed diaphragms (not very popular with householders who were being asked to take their own meter readings). The new design had to provide an easily read digital display and as it happened, a patent covered the ideal answer. This was a device conceived by a yachtsman to help navigate his course using windspeed. He licensed use of his patent to a competitor who had a monopoly to supply British Gas with new digital technology meters. This was a major blow to Smiths Meters; they continued to supply third world countries, but the down turn in orders made it necessary to lay people off. Graham decided to take voluntary redundancy to make room for a younger colleague, with a family and mortgage. Unfortunately the company only lasted another two years.

For the first time in his life Graham was unemployed and found himself looking for part time employment. At just the right time, he and his wife Barbara were in Croydon shopping, when they saw an advertisement for an assistant in the hand tool department of 'Turtles', a company that supplied all kinds of tools and equipment. An interview was arranged and he started his new job a few days later. This was completely different work, but he soon made his mark being able to advise on what tool would best suit a particular task and identifying unusual threads for customers. It was not unknown for him to be found repairing prams behind the counter either!

He and Barbara decided to move to this area and bought a bungalow in Barton-on-Sea; they commuted to and fro at weekends for three years before deciding it was time to retire and take up permanent residence in their new home. On making enquiries where to find the local model engineering club, he was advised that the place to go was Kings Park on a Sunday afternoon. That is where he met Mike and Diane Styles, who lived close by and several other BDSME members. At the time the future of the club track was under question, because the football club were soon to take over part of the ground where it stood. This was shortly to present him with another interesting task, but at that time he had no idea just what it would require of him.

As the building of Littledown track was completed, it became obvious to Graham that the traverser was not suitable and he offered a design for consideration. Not surprisingly he was asked to build it and together with Bob Devereaux and Phil Cutler, has spent the last three years doing just that. The fact that we now have probably the best traverser in the land is testament to Graham's ability as designer, engineer and also staying power. To fully appreciate what he has done takes a knowledgeable eye. Before he was able to start the project he had to set up a workshop in his garage and obtain some equipment that in itself needed a lot of work, before it was able to be of use, which is another reason for the job taking three years of his spare time.

In the past, he was for some 30 years a member of the Sutton Model Engineering Society and still is, and made, amongst other things, a clock, cooking utensils, a stationary steam engine, part built a 3½" gauge Tich. He is currently building a Don Young 'Lucky 7', when he can find the time. At the moment he is repairing the crossheads and guide bars of Bob Devereux's new engine and for the last 45 years has made more models for Smith Meters than he cares to remember.

I must thank Graham for allowing me to write this Member Profile and for putting up with me on a long and very interesting phone call.



FOR SALE

Polly II 0-4-0 tender loco, 5" gauge. Built by a former club member in 1988-89, but has seen very little use and is in good condition. However, whilst it could do with a repaint and a little tidying up in one or two places, it requires no major work. Although there is no current boiler certificate, it successfully passed a full boiler certificate test in August this year. Offered for sale at £1900. Contact Brian on 01202 683701 or e-mail b.merrifield@tesco.net for more details.

Editor's Ramblings

Thank you for the kind comments on last month's Newsletter. This issue is a bumper seven pages and sees Brian's first 'victim' in his series of Profiles of Members. I hope that you will find his subject this month interesting.

We have had a very interesting and full month since the last Newsletter. What with the Kite festival - where were the kites? - and our Charity Day, Peggy and her Ladies were kept very busy supplying the essential sustenance to help us keep the trains running. I rather liked the Cream Teas and hope that we get some more in the future.

Several of you told me that you found the article on how to recognise a stroke very informative - I was going to say 'useful', but I hope that nobody has, as yet, found a use for the information contained in it.

I would like to try to start a Letters Page in the Newsletter. Obviously to be able to do this requires some one to write some letters to the editor. So come on, get writing.

Please note that the Copy Date for the October Newsletter is Monday 2nd October.

Dick Ganderton

A Little Bit Of History

The more observant of you will have noticed that last month I added a bit to the date line on the front page of the Newsletter. The Society is now in its 82nd year.

The Society was started as a result of a letter published in *The Model Engineer and Amateur Electrician* back in 1924 and has been active ever since. Apart from a period during WWII when, like lots of other similar clubs and societies, its activities were severely curtailed, it has gone from strength to strength.

Our new track in Littledown is, to the best of our knowledge, the fourth permanent track that the Society has constructed, each one building on the experience gained from its predecessor.

Dick Ganderton

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Metal For Sale

A one-time model engineer, Mr. N.G. Phillips, of Ashley, Ringwood, has contacted the Society explaining that he has some bits & pieces to dispose of, mainly larger diameter brass bar. If any member is interested he suggests that they telephone him on (01435) 477171.

Flame Grilled



The Society's new gas barbie was expertly driven by Chairman Dave at the August Meeting.

Photograph: Dick Ganderton



John Hoyle came second in the AAA Triathlon and was duly rewarded with a bottle of wine presented by Dave Martin..

Photograph: Dick Ganderton

